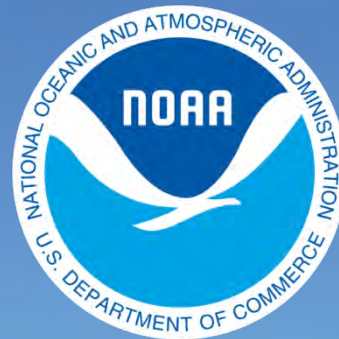


BookletChart™



Thirtymile Point, NY, to Port Dalhousie, Ont.

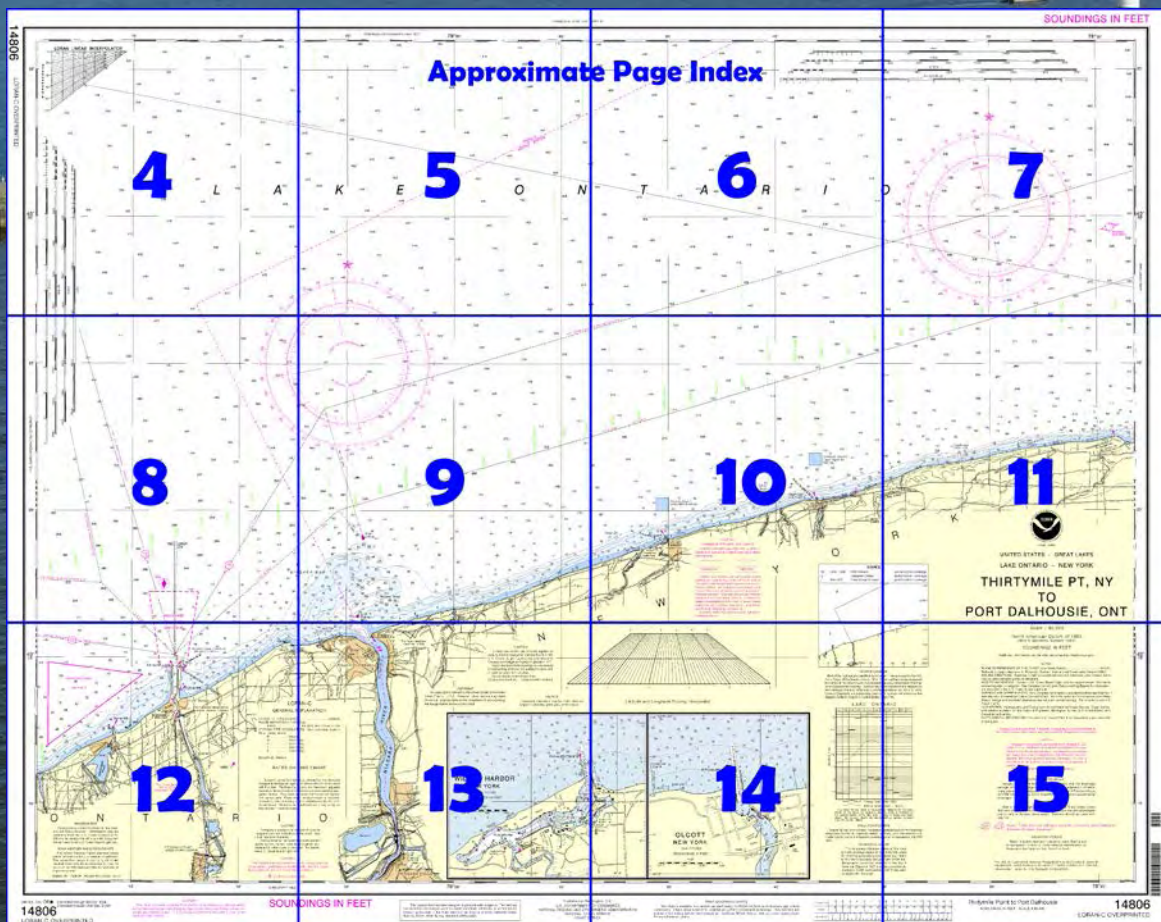
NOAA Chart 14806

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



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National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14806>



(Selected Excerpts from Coast Pilot)

Thirtymile Point Light (43°22.5'N., 78°29.2'W.), 60 feet above the water, is shown from a square tower on the NE corner of a two story house on **Thirtymile Point**. A radio mast is 50 feet SW of the light.

From Thirtymile Point, the shoreline trends SW for about 12 miles to Olcott, thence about 6 miles to Wilson, and continues SW for about 12.3 miles to the mouth of the Niagara River. From

Thirtymile Point to about 2.4 miles W of Olcott, deep water is within 0.3 mile of the shore, but from the latter point to near the mouth of Niagara River, the bank extends about 0.7 mile from shore.

The creek is entered from Lake Ontario through a dredged channel between two piers. The W pier is marked by a light. In October 2003, the controlling depth was 9.3 feet in the dredged channel. Depths of about 5 to 7 feet were available to the fixed highway bridge 0.4 mile above the entrance. The channel, however, is unstable because of mud deposits from Eighteenmile Creek and drifting sand from the W. A rock ledge with a least depth of 10.5 feet is across the entrance channel 500 feet lakeward of the piers.

Several marinas in the creek provide transient berths, gasoline, diesel fuel, water, ice, electricity, marine supplies, a launching ramp, a 30-ton mobile lift, and hull, engine, and electronic repairs. In 1977, depths of 6 to 11 feet were reported alongside the berths.

Wilson Harbor is in the mouth of **East Branch Twelvemile Creek**, about 12 miles E of the mouth of the Niagara River. The widened mouth of the creek forms **Tuscarora Bay**, which is about 2 feet deep in its natural depth and provides good anchorage for shallow-draft vessels.

The entrance to the harbor from Lake Ontario is through a dredged channel that leads between parallel piers and thence upstream for 0.8 mile through Tuscarora Bay. The W pier is marked by a light, and daybeacons and buoys mark the channel through Tuscarora Bay. In June 2004, the controlling depths were 5.7 feet in the entrance and between the piers to the Public Dock on the E side of the river near the entrance, thence 4.1 feet (5.1 feet at midchannel) to the head of the project through Tuscarora Bay.

Several marinas in Tuscarora Bay provide transient berths, gasoline, diesel fuel, water, ice, electricity, sewage pump-out, marine supplies, launching ramps, a 25-ton mobile hoist, and hull, engine, and electronic repairs. In 1977, depths of 4½ to 10 feet were reported alongside the berths.

Anchorage.—A Canadian anchorage area is on the west side of the river about 2 miles above the mouth.

Lewiston, NY, on the east side of the river about 7 miles above the mouth, is the head of navigation on the lower Niagara River. In 2000, the town landing had a large 300-foot dock with a reported depth of 8 feet alongside. A launch area and transient slip area was also available at the landing.

Queenston, ON, is on the west side of the river opposite Lewiston. Sand is received at a 300-foot wharf owned and operated by D. G. Bawtinheimer, Ltd. In 1977, depths of 12 feet were reported alongside.

The portion of the lower Niagara River upstream from Lewiston and Queenston to **American Falls** and **Horseshoe Falls** is considered not navigable because of a 4-mile section of heavy rapids. Several bridges and overhead cables cross this section of the river.

From the International boundary at the Niagara River, the Canadian shoreline extends W for 2.9 miles to **Four Mile Point**, thence southwest for 11.5 miles past Port Weller and Port Dalhousie, and thence west-northwest for 25 miles to Hamilton Harbour at the west end of the lake. Southwest from Four Mile Point, deep water is about 0.7 mile offshore to the Port Weller entrance where the shoals extend 1.2 miles off. From Port Weller W to Hamilton Harbour, deep water is 0.5 to 1.5 miles offshore.

A **danger area** of the Niagara-on-the-Lake Small Arms Range extends about 1.1 miles offshore, about 2 miles west of the mouth of the Niagara River. The intermittent use of the area is announced by local Canadian Coast Guard Marine Radio Broadcast and may also be advertised in local newspapers. The danger area is marked by buoys.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Cleveland

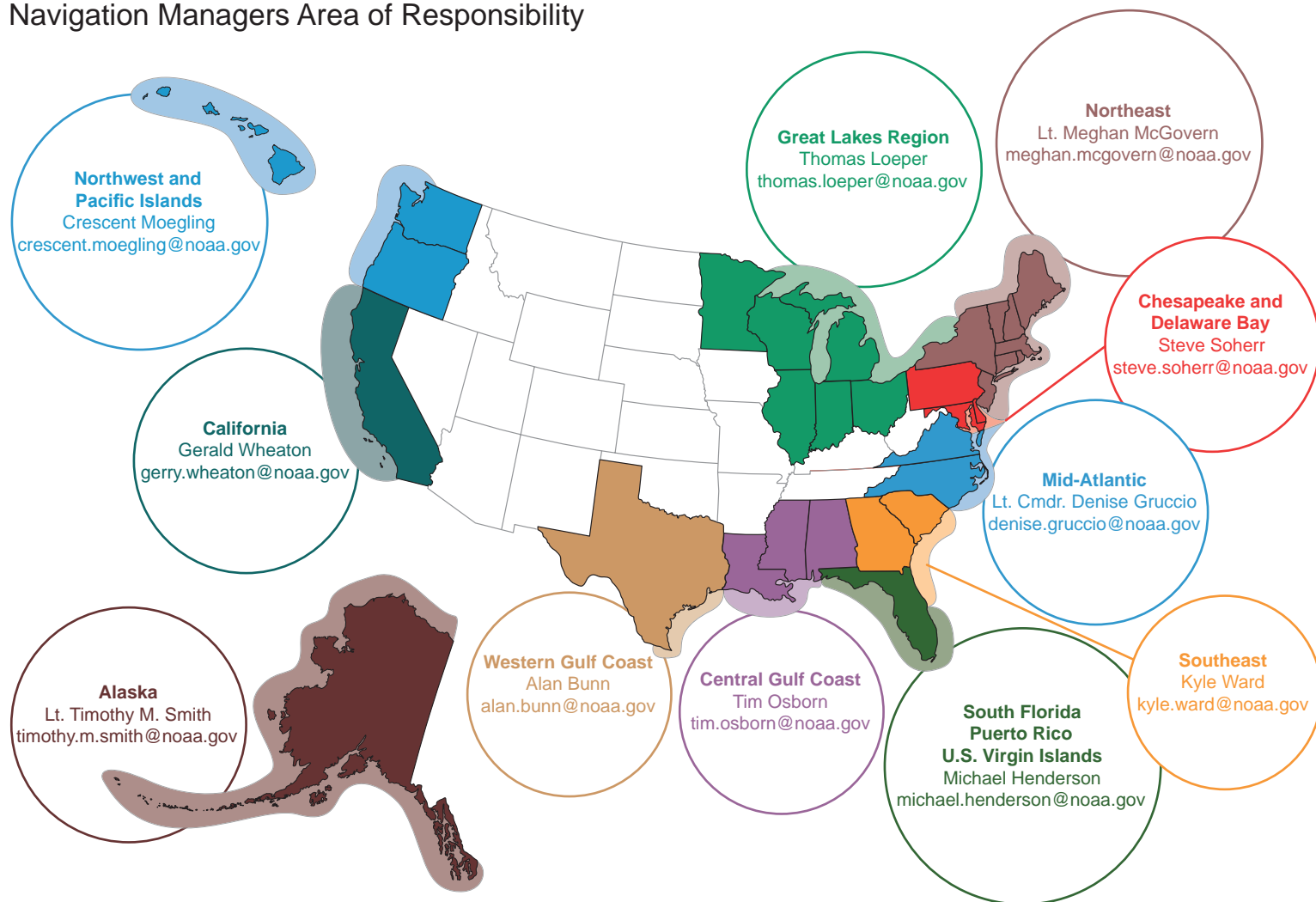
Commander

9th CG District

Cleveland, OH

(216) 902-6117

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

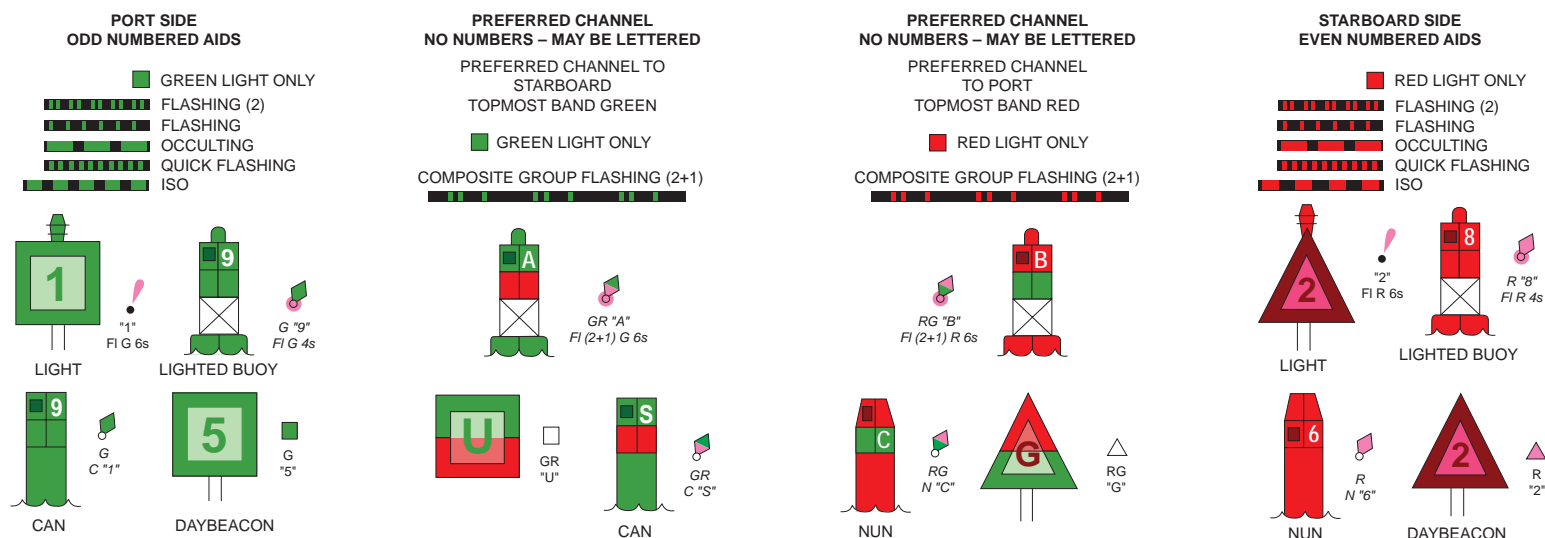
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

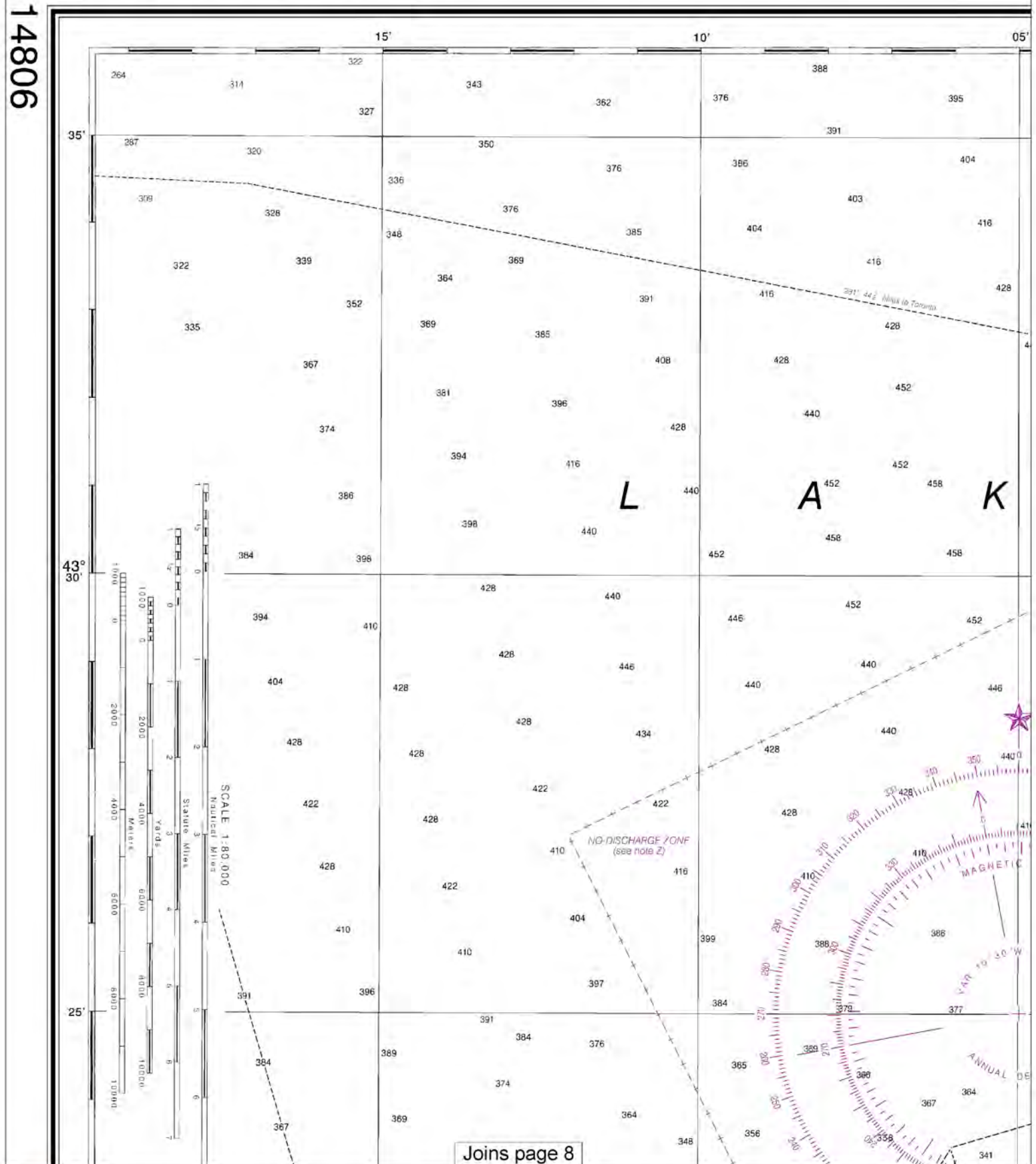
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

14806



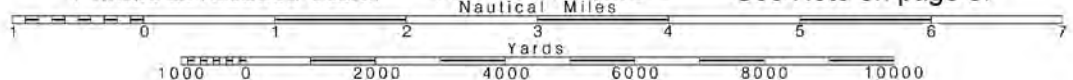
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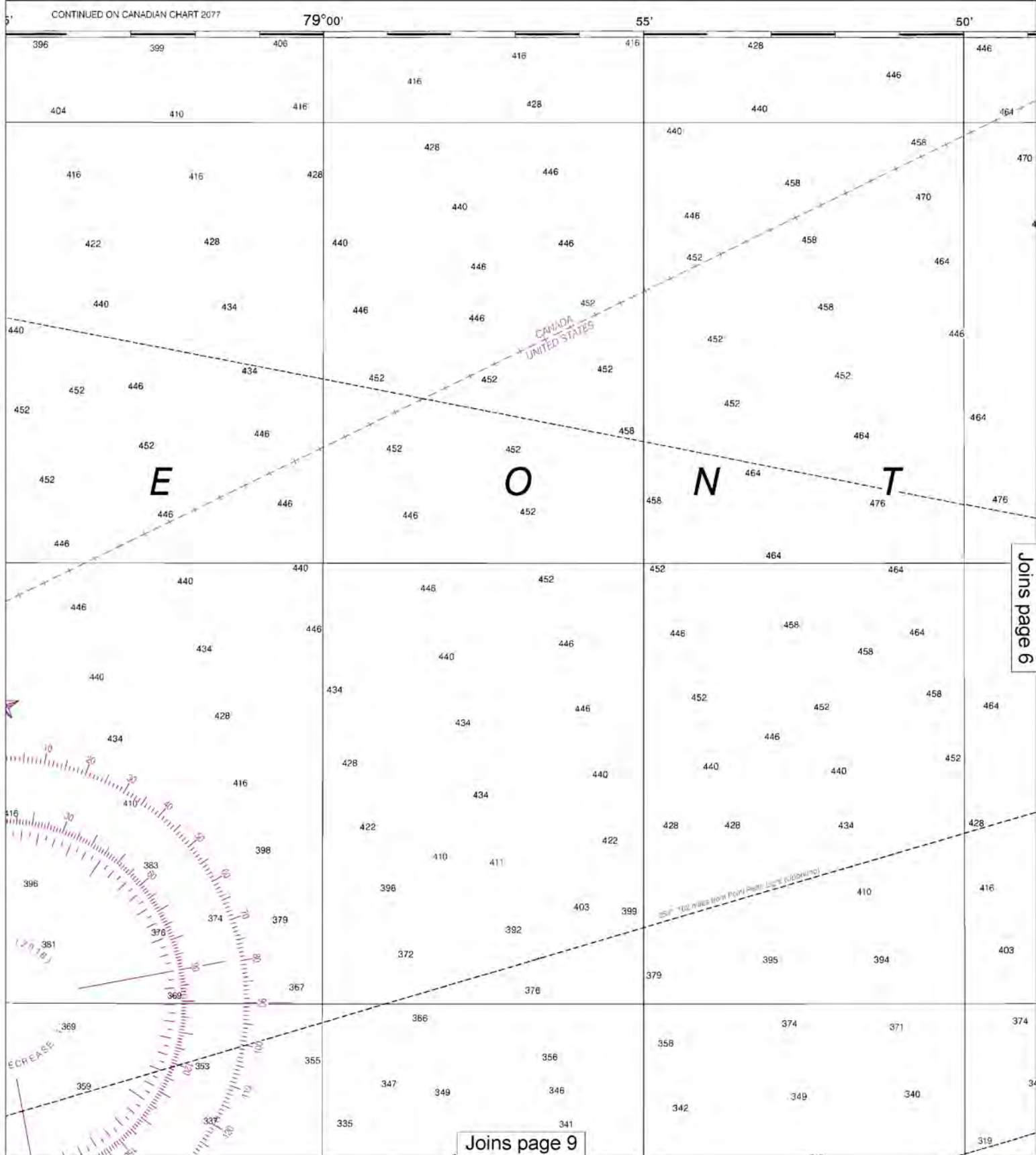
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

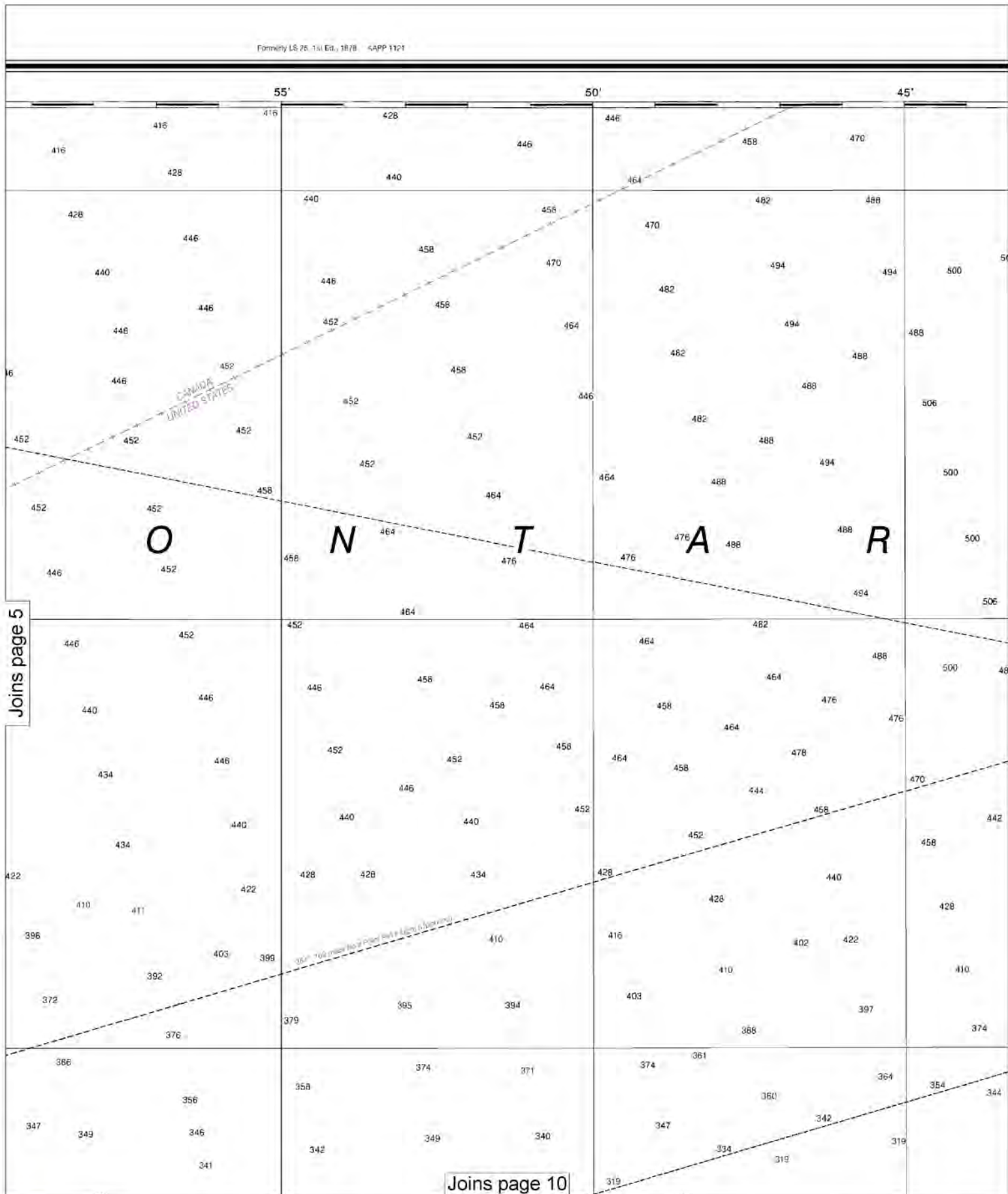
SCALE 1:80,000
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



Joins page 5

Joins page 10

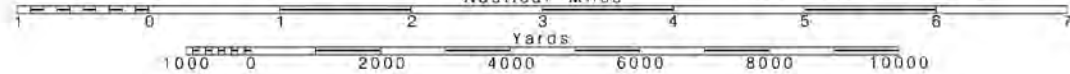
6

Note: Chart grid lines are aligned with true north.

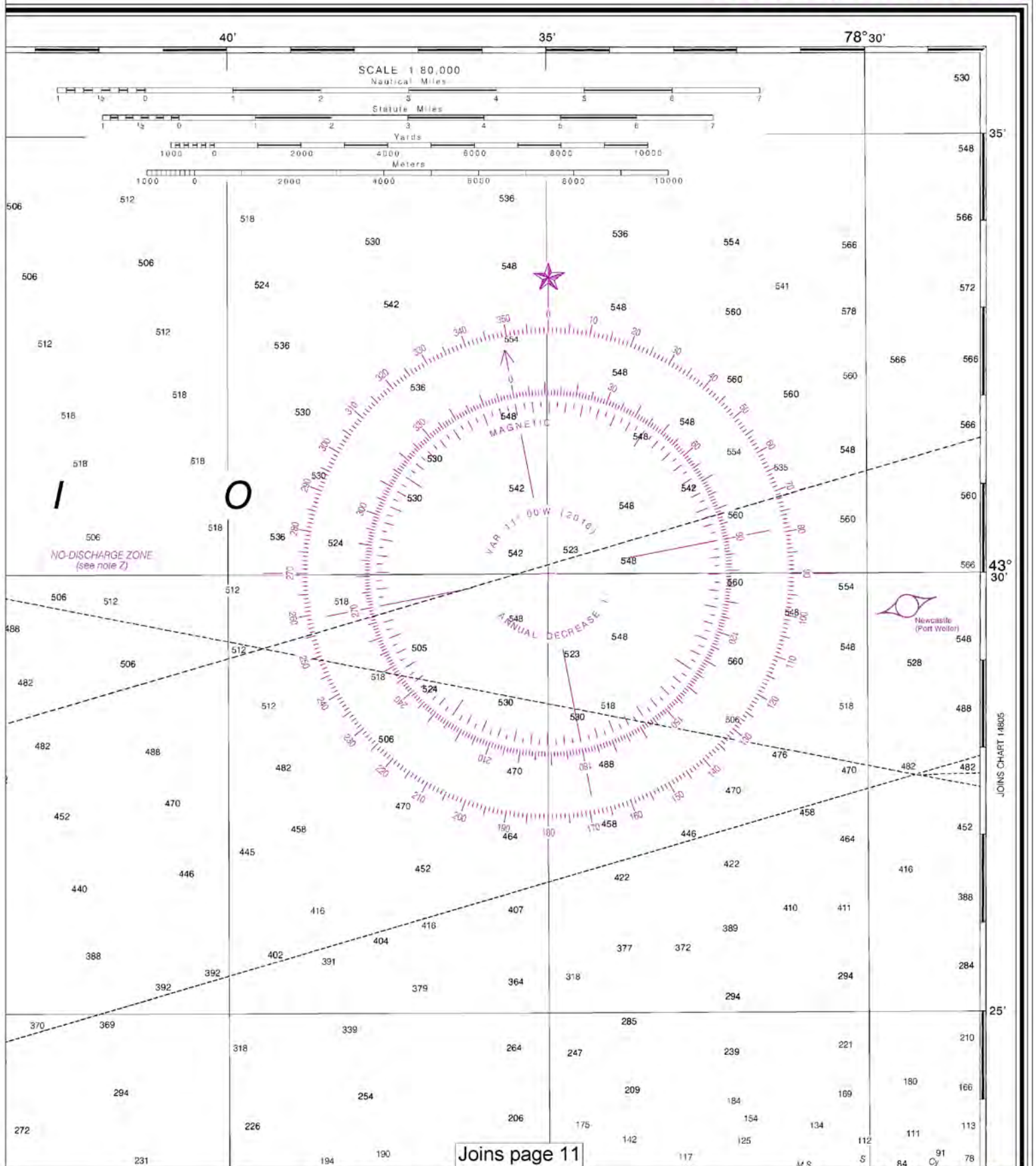
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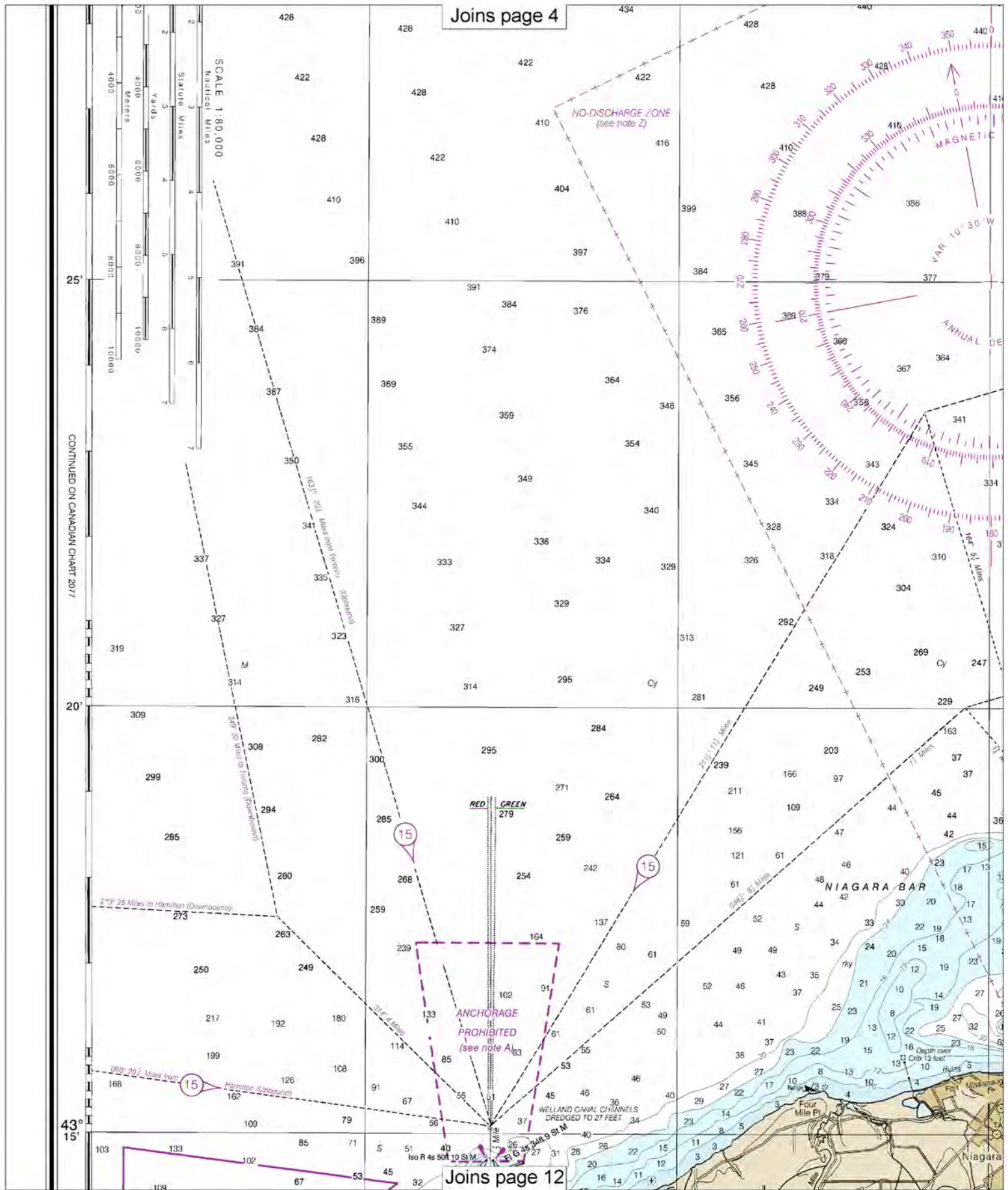
SCALE 1:80,000
Nautical Miles

See Note on page 5.



SOUNDINGS IN FEET





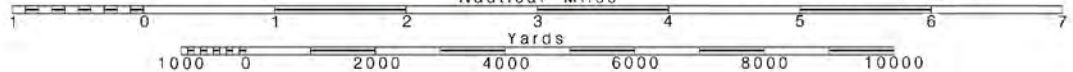
8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



Joins page 5

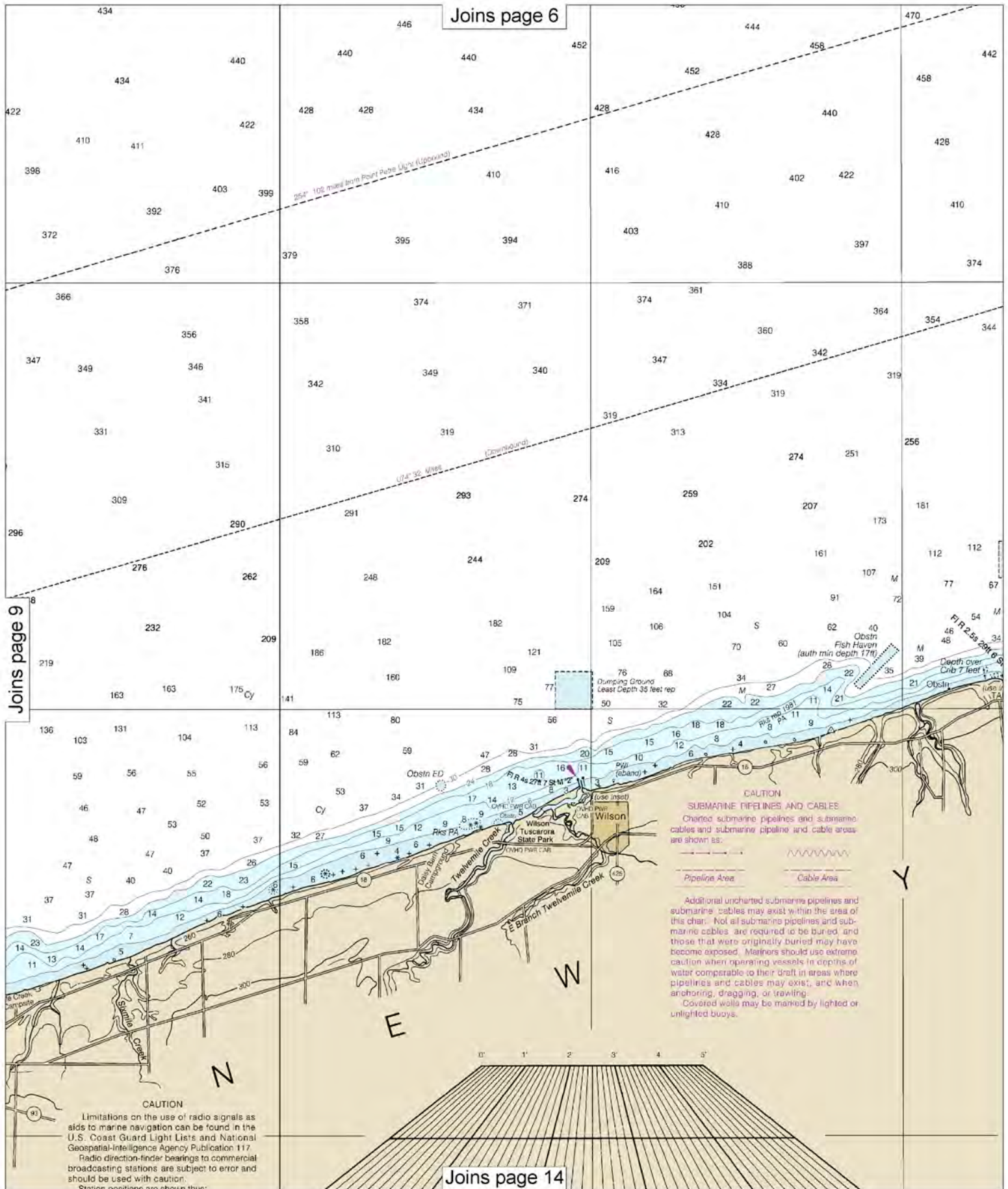
Joins page 10

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcaster should be used with caution and

Joins page 13

Joins page 13



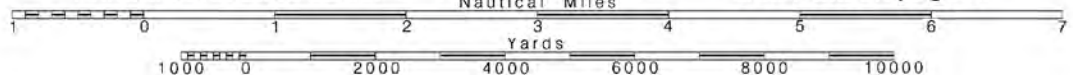
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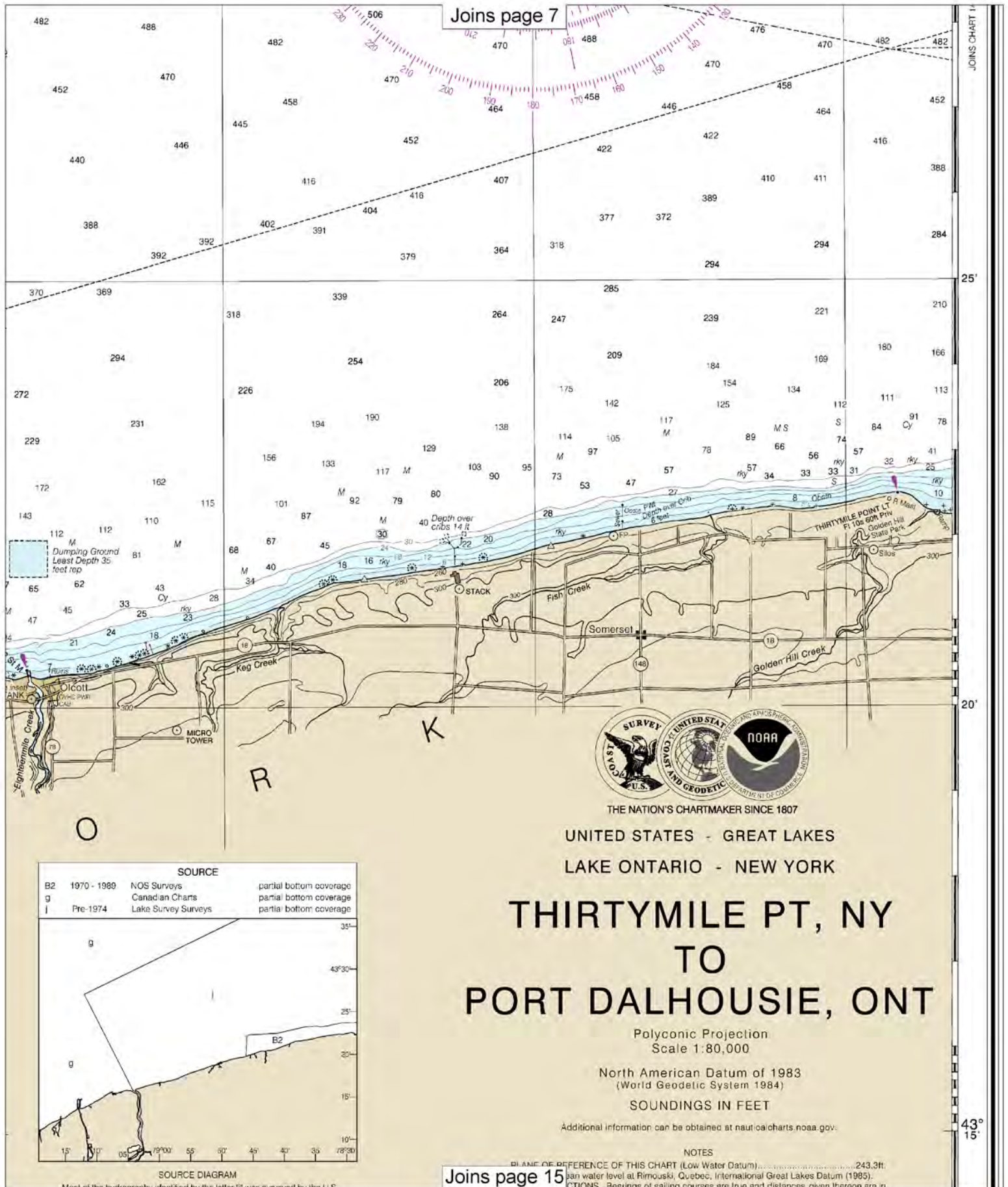
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





Joins page 7

JOINS CHART 1

25'

20'

43° 15'

THIRTYMILE PT, NY TO PORT DALHOUSIE, ONT

THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES - GREAT LAKES
LAKE ONTARIO - NEW YORK



Polyconic Projection
Scale 1:80,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov

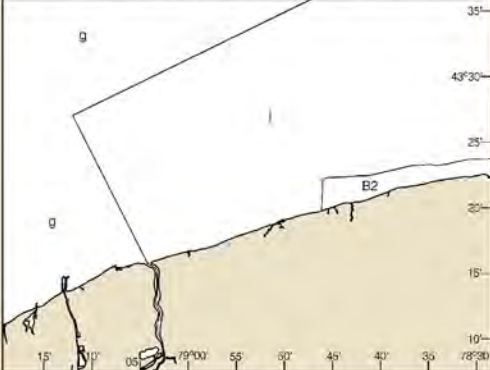
NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) is 243.3 ft. mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).
CAUTION: Bearings of sailing courses are true and distances given hereon are in

Joins page 15

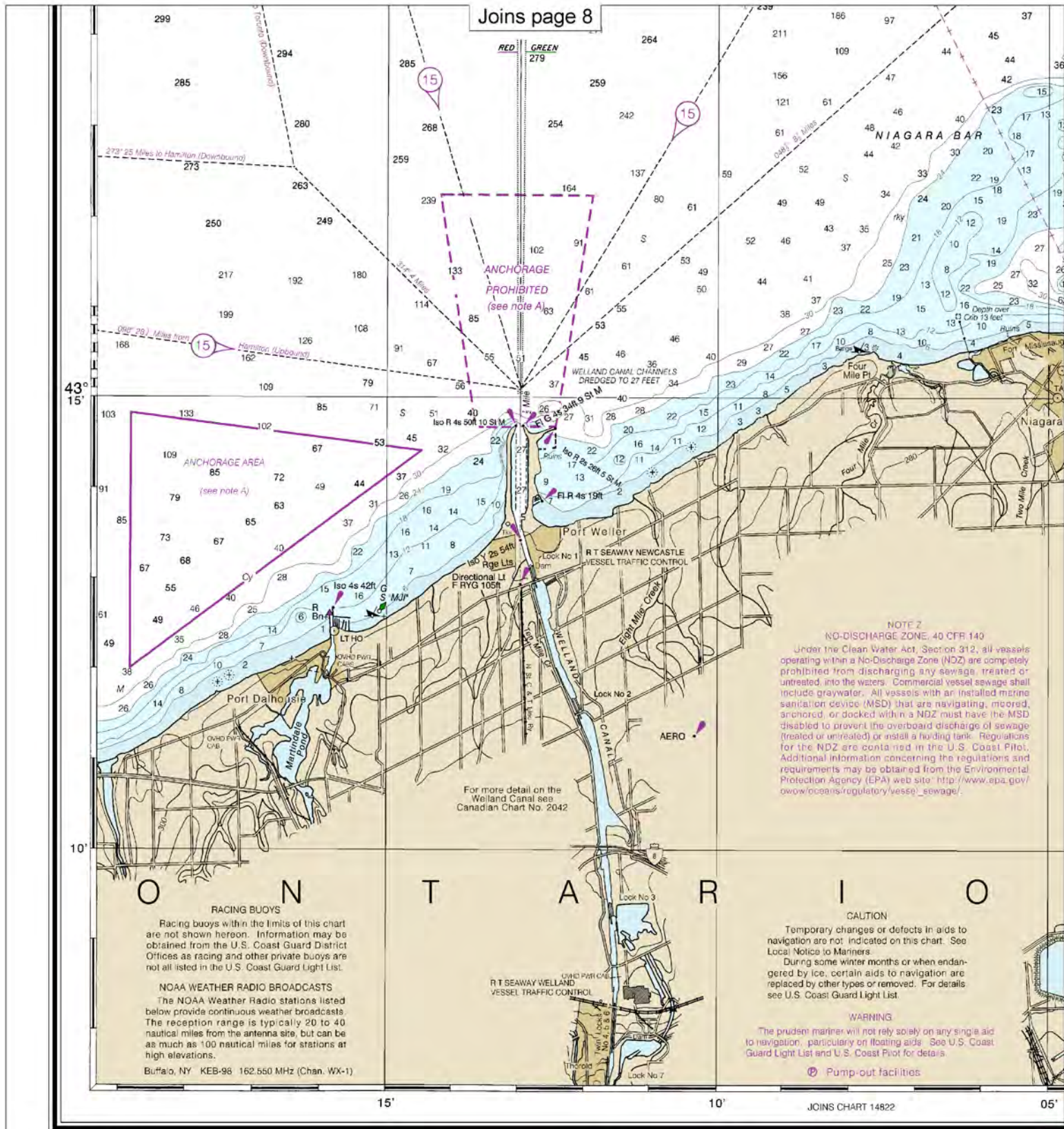
SOURCE

B2	1970 - 1989	NOS Surveys	partial bottom coverage
g		Canadian Charts	partial bottom coverage
l	Pre-1974	Lake Survey Surveys	partial bottom coverage



SOURCE DIAGRAM

Most of the hydrography identified by the letter 'g' was surveyed by the U.S.



Joins page 8

NOTE 2
NO-DISCHARGE ZONE, 40 CFR 140
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/pwov/oceans/regulatory/vessel_sewage/.

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
Buffalo, NY KEB-96 162.550 MHz (Chan. WX-1)

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Pump-out facilities

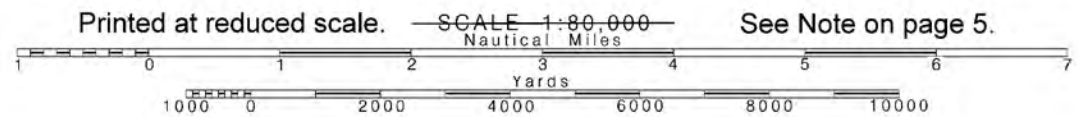
24th Ed., Oct. 2004
14806

Last Correction: 12/3/2015. Cleared through:
LNM: 1616 (4/19/2016), NM: 1616 (4/16/2016), CHS: 0416 (4/29/2016)

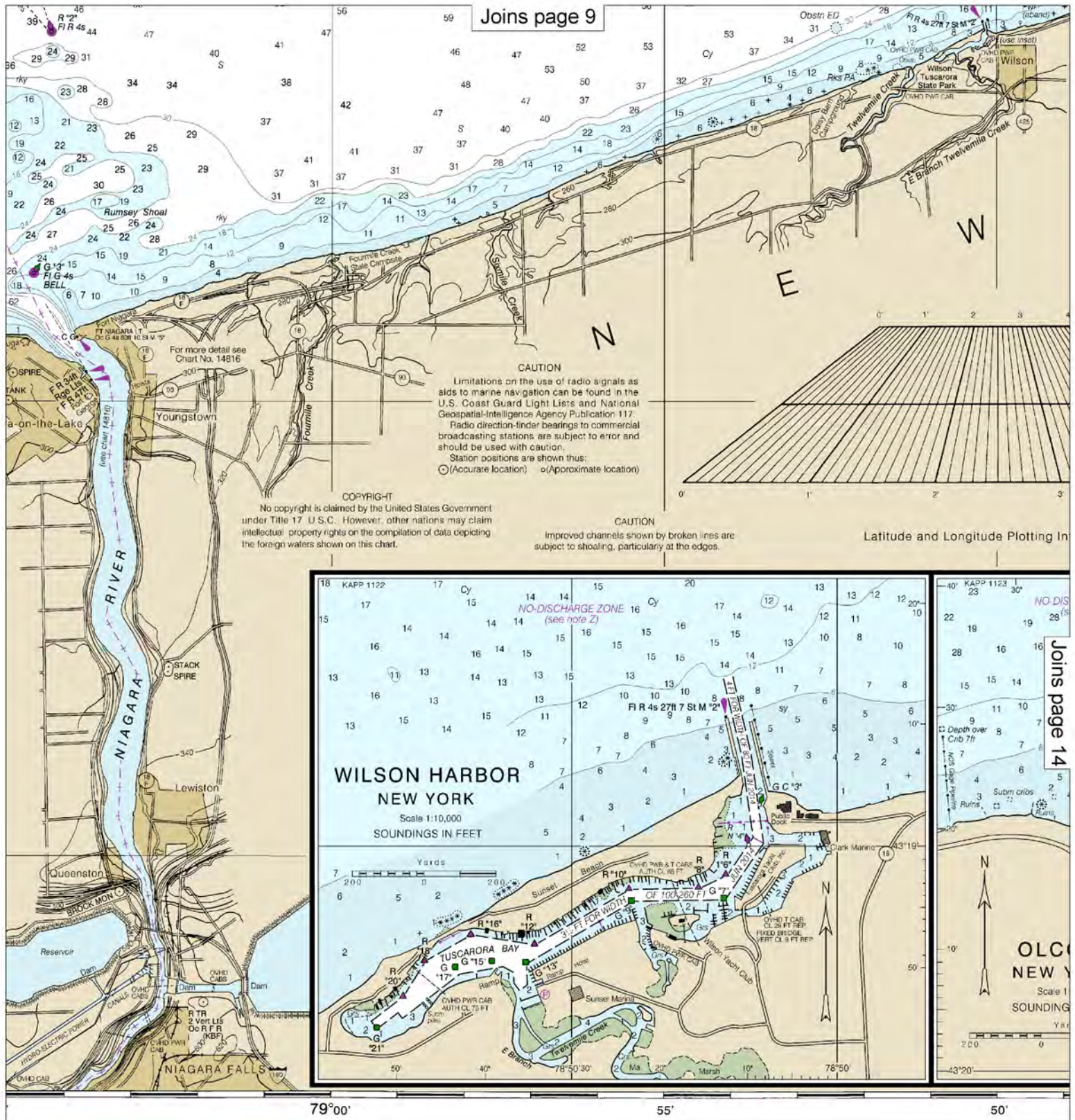
CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nautilus.charts.noaa.gov.

12

Note: Chart grid lines are aligned with true north.

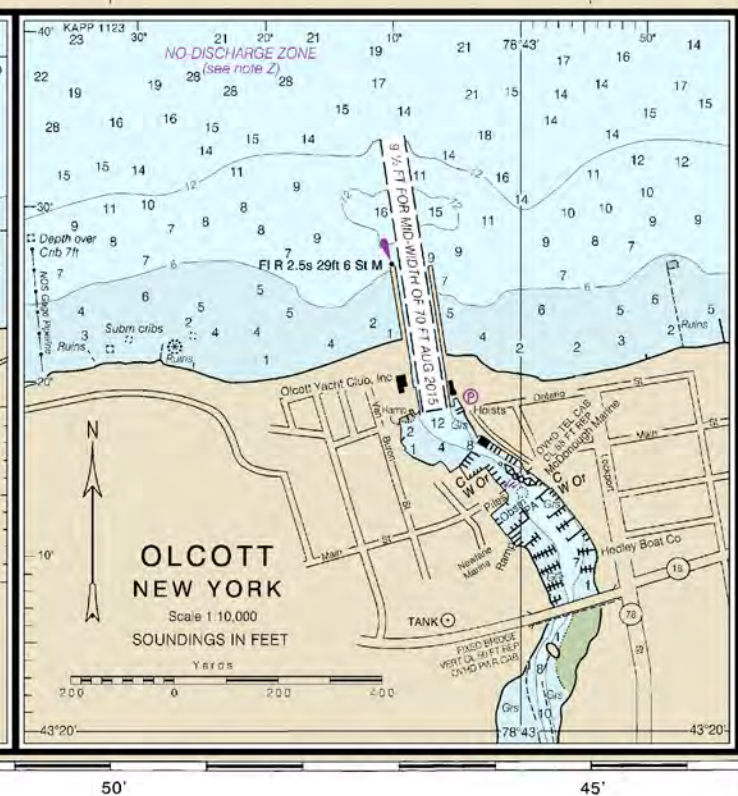
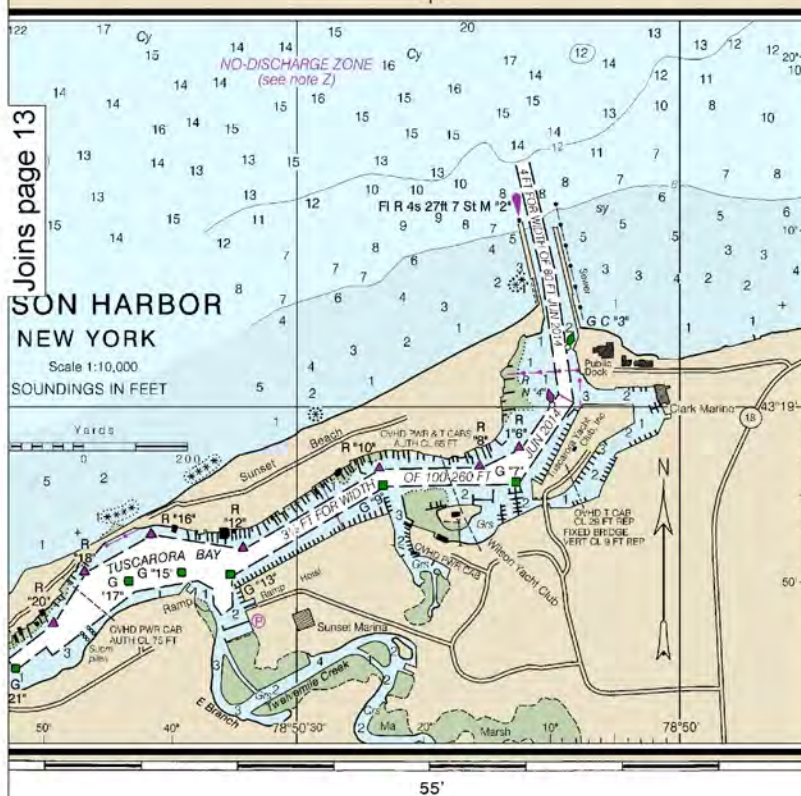
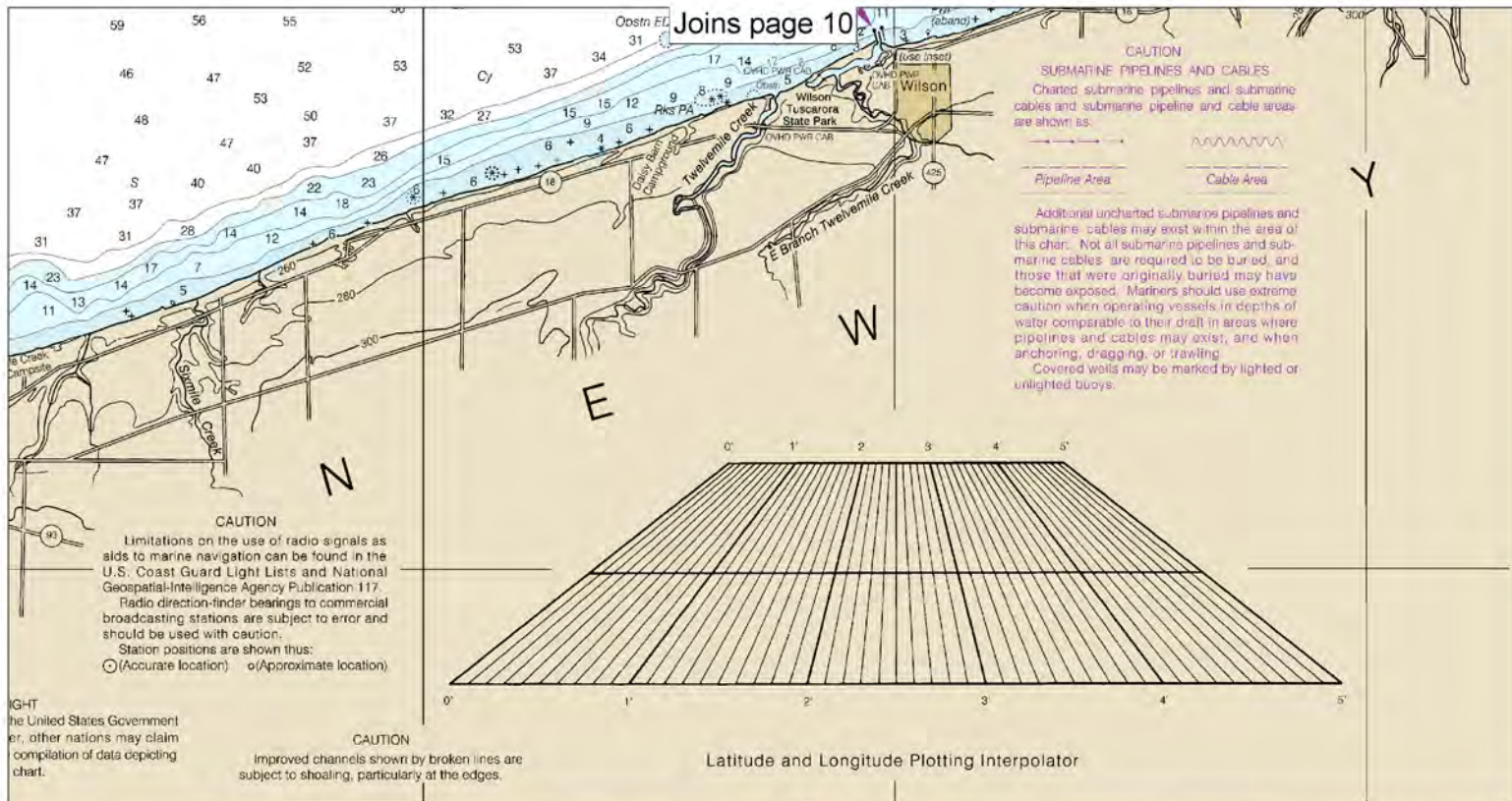


See Note on page 5.



SOUNDINGS IN FEET

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

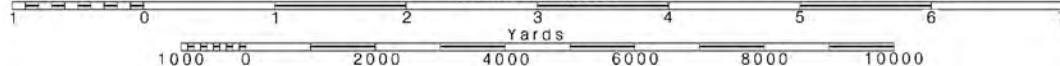
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES

LAKE ONTARIO - NEW YORK

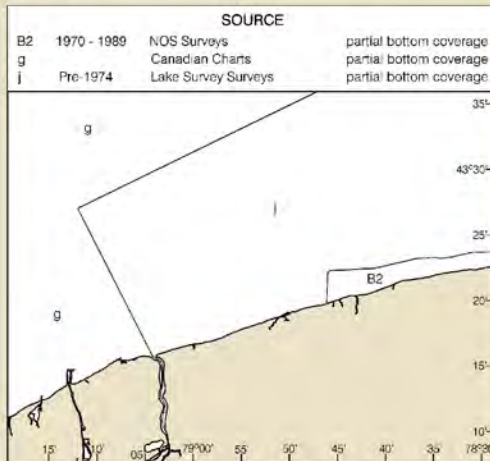
THIRTYMILE PT, NY TO PORT DALHOUSIE, ONT

Polyconic Projection
Scale 1:80,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

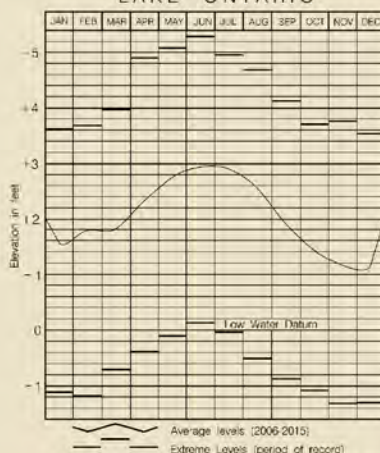
Additional information can be obtained at nauticalcharts.noaa.gov



SOURCE DIAGRAM

Most of the hydrography identified by the letter 'g' was surveyed by the U.S. Army Corps of Engineers prior to 1974. Other outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed, and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

LAKE ONTARIO



Low Water Datum, which is the point of reference for the elevations shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.20' northward and 0.875' eastward to agree with this chart.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....243.3ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

SYMBOLS AND ABBREVIATIONS. For a complete list of symbols and abbreviations see Chart No. 1 BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

SUPPLEMENTAL INFORMATION. Consult U.S. Coast Pilot 6 for important supplemental information.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.



Vessel Traffic Services calling-in point with numbers; arrow indicates direction of vessel movement.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

For the St. Lawrence Seaway Regulations and Circulars, special equipment, radio frequencies used in Traffic Control and related information, refer to THE SEAWAY HANDBOOK.

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Thirtymile Point to Port Dalhousie

SOUNDINGS IN FEET - SCALE 1:80,000

14806



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

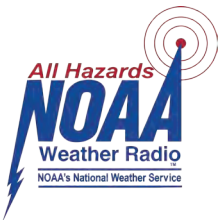
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

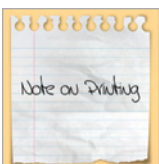
<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.